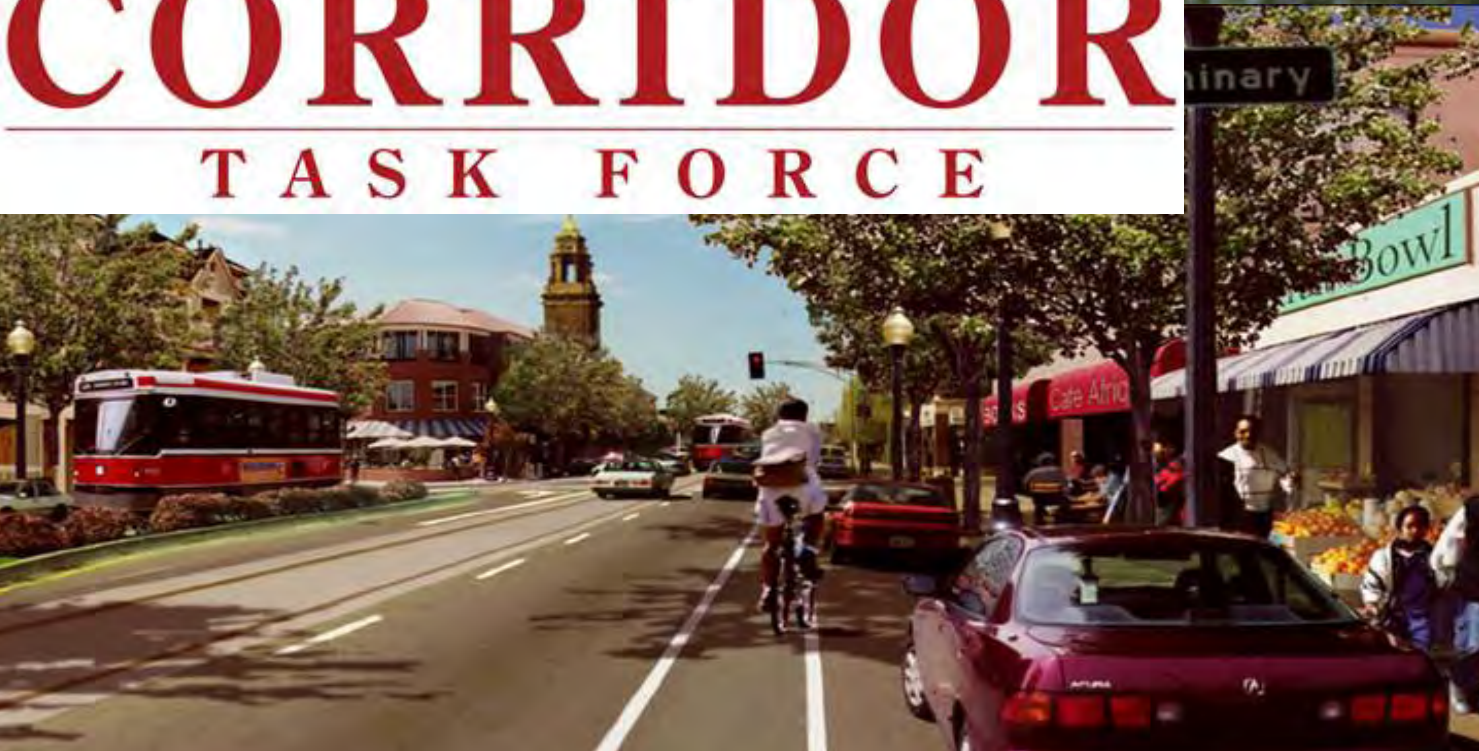




PEACHTREE CORRIDOR

T A S K F O R C E





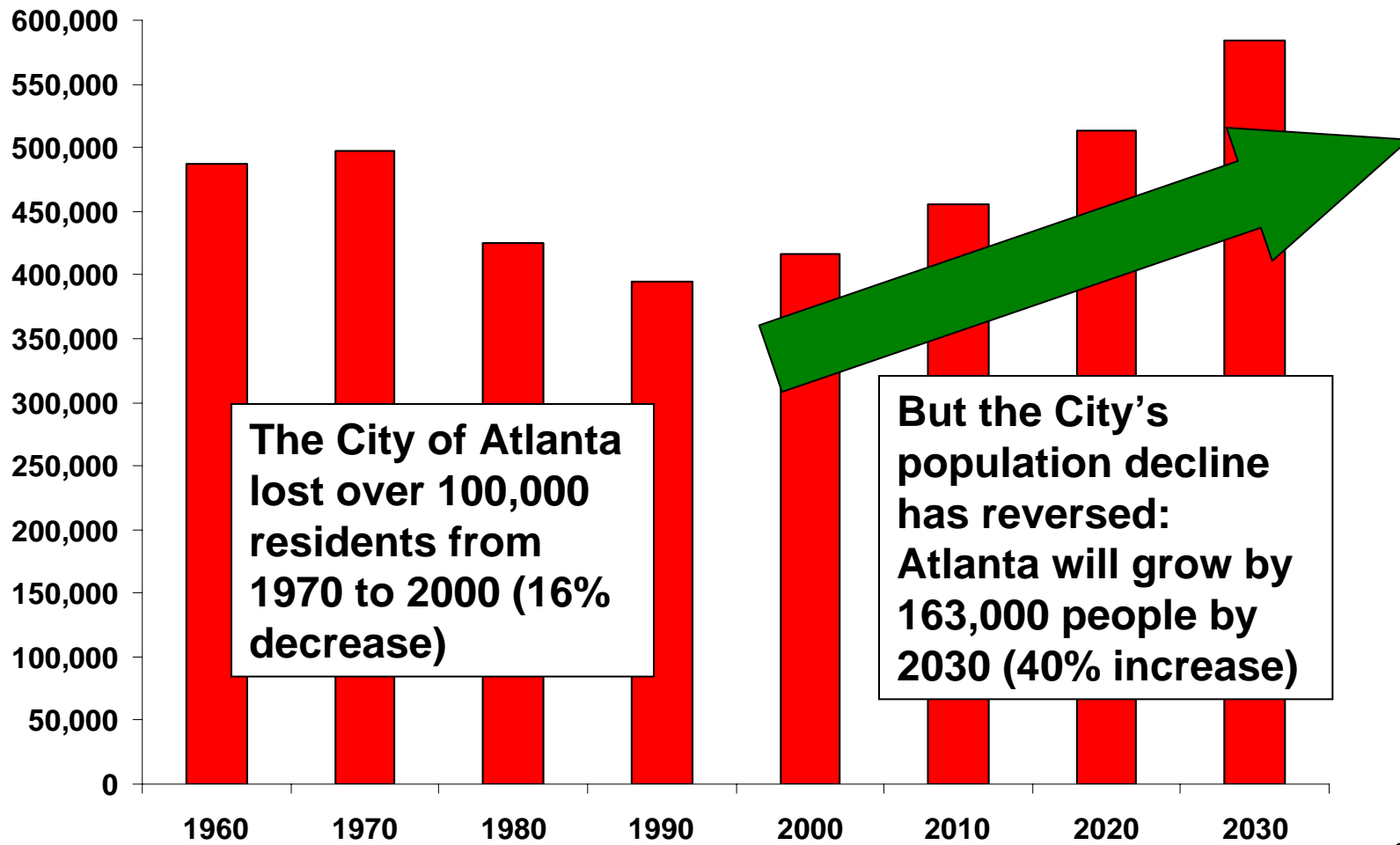
Discussion Summary

- **Why Peachtree? Why Now?**
- **Vision of Success**
- **Who We Are & Scope Of Our Effort**
- **Key Issues We Plan To Address**
- **Timeline and Next Steps**



Growth Is Coming Back To The City

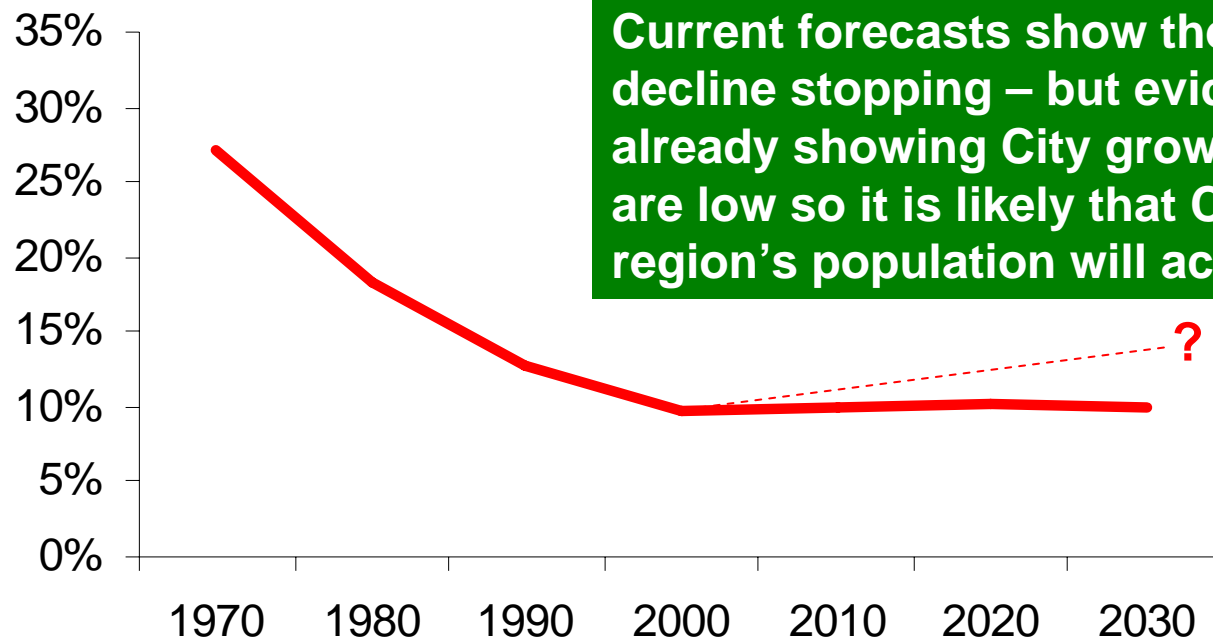
City of Atlanta Population, 1960-2000 Actual and 2000-2030 Projected





The City's Population "Market Share" Has Been Cut In Half – But Is Likely Rising Again

City of Atlanta's %Share of Total MSA Population

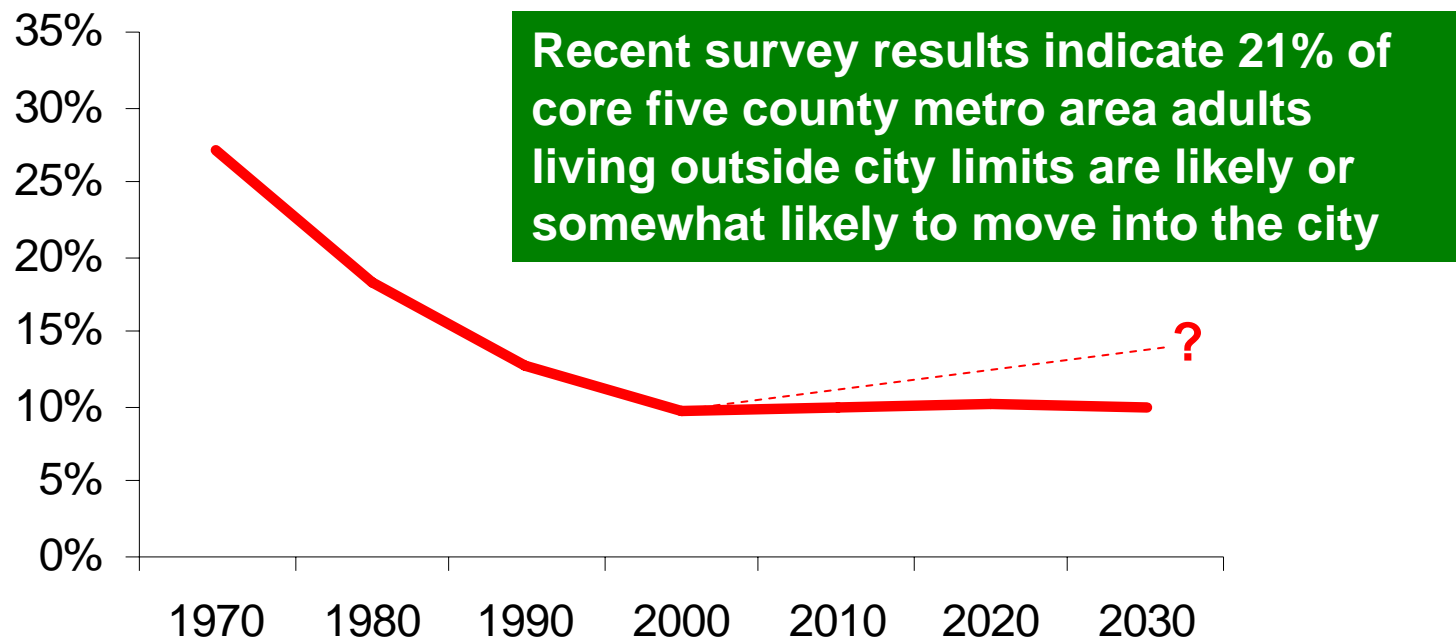


Current forecasts show the share decline stopping – but evidence already showing City growth forecasts are low so it is likely that City share of region's population will actually rise



The City's Population "Market Share" Has Been Cut In Half – But Is Likely Rising Again

City of Atlanta's %Share of Total MSA Population





This Will Result In Unprecedented Retail Development and Significant Commercial Development in the City



Atlanta, 1970



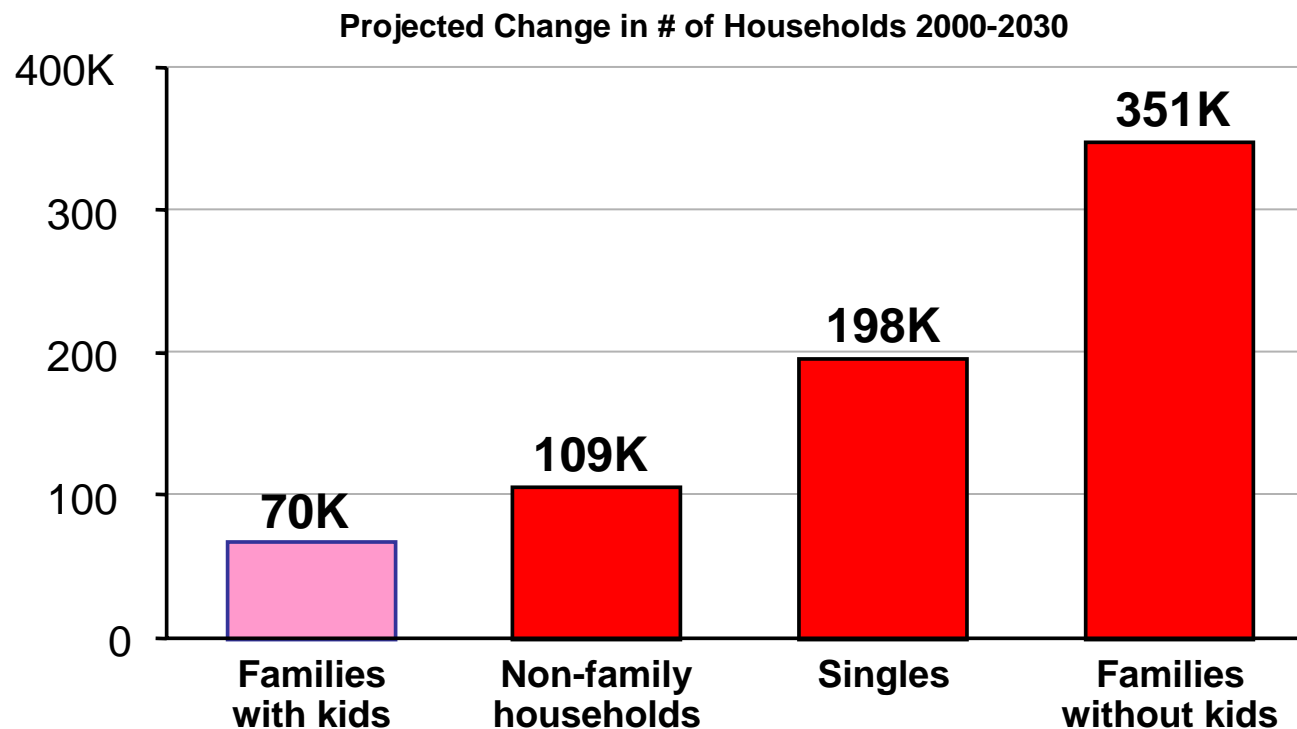
Atlanta, 2006

Imagine the growth that would have occurred between these two pictures if the City had actually been experiencing population growth?



Most Of This New Residential Growth Will Be Households Without Children

90% of the metro region growth will come from households without children





This Means The City Is Likely To Grow Even Faster Than Current Projections – And It Is

- **Young singles and 55+ “empty nesters” are the households most interested in an urban living experience because they want:**
 - **Nearby services** – healthcare, retail, financial, airport
 - **Rich culture** – museums, shopping, distinctive neighborhoods, theater, fine dining
 - **Continued learning** – college courses, art school, cooking classes
 - **Energy, vitality, sophistication, creativity**
- **Recent building permit evidence indicates that the City is growing more than 50% faster than projections, confirming the expected trend based on the demographics of our growth**



Where Will These New People Live In The City? Density Will Certainly Be Part Of The Answer

Given the City only has 85,000 total acres, increased density will be required

- 283 high rises at 3 acres per building
= only 849 acres
- 163,000 people at $\frac{1}{2}$ acre per household = 35,000 acres



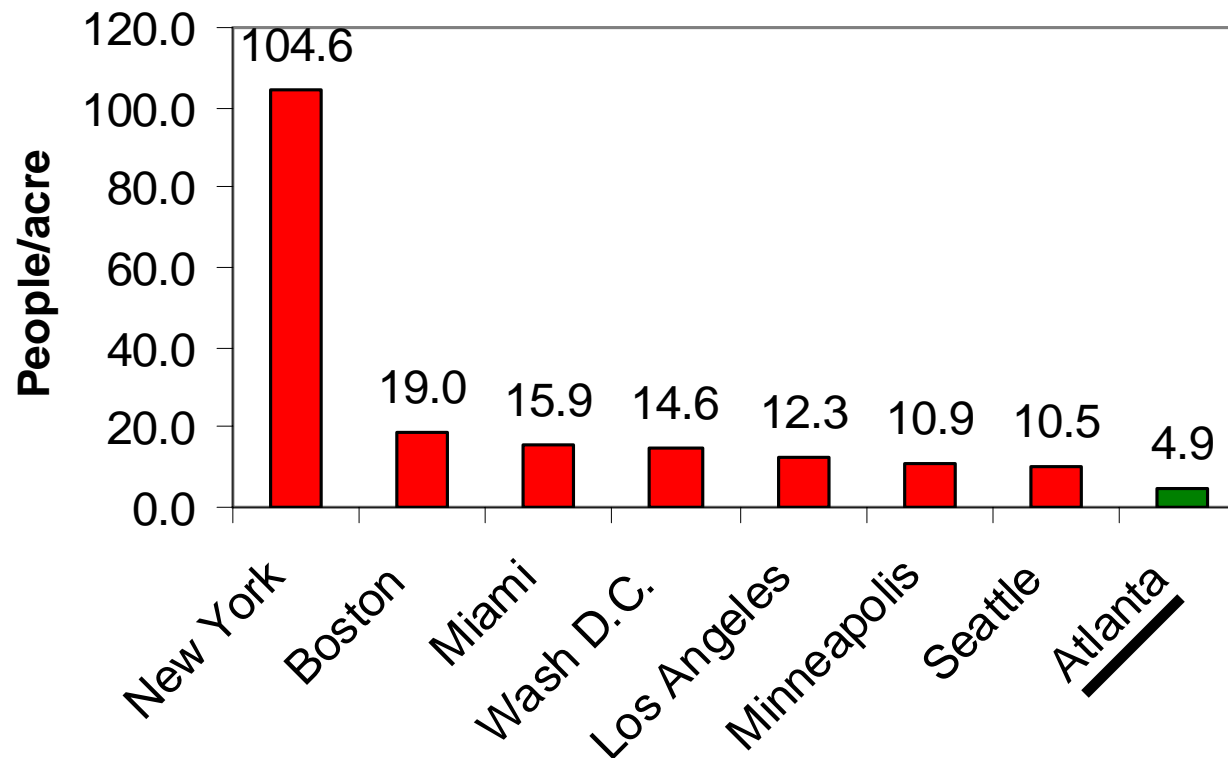
TWELVE Atlantic Station



And The City Has Room For New Density

Atlanta's density is among the lowest of major cities

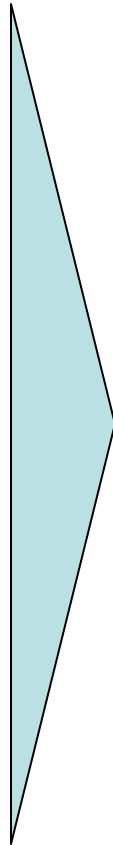
Density Comparison for Major U.S. Cities





Where Should We Encourage City Density To Minimize Neighborhood Impact?

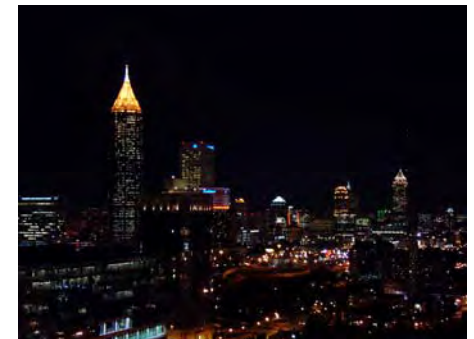
- **Buckhead**
- **Midtown**
- **Downtown**
- **BeltLine Job Centers**
- **MARTA stops**
- **Ft. McPherson?**



A key common theme among these centers is Peachtree Street and its extension southward via Whitehall and Lee Streets



Peachtree Corridor Area Is The Core of the City of Atlanta





Peachtree Corridor Area Is The Core of the City of Atlanta

- Over 220,000 jobs – more than 50% of all jobs in the City of Atlanta are in the Corridor
- Over 25,000 Residents with aggregate income of over \$1.2 billion
- Over 36% of City's Retail Space
- Over 24% of City's Office Space
- Over 1,000 Retail Shops and Over 500 Restaurants and Clubs
- Over 3.2 Million Conventioneers Visiting Annually



But We Know Peachtree Has Issues To Address Now and in the Future

- Lack of connectivity between key parts of the Peachtree spine and also with other current and future growth areas
- Inconsistent experience with no common “feel”
- Traffic congestion in many areas where transit or pedestrian alternatives are not an easy option
- Some areas in need of clean-up and maintenance
- Need for more green space and aesthetic improvements
- Need for easy to use transit alternatives for shorter trips
- And much more growth coming...



Good News Is That CIDs Have Already Started Tackling These Issues

- Community Improvement Districts have already taken lead on addressing some of these issues within their geographic areas
 - Redevelopment plans and zoning overlays
 - Initiatives to provide better sidewalks, more greenway, better traffic movement, and transit options
- Issue is that these efforts are not fully integrated and only address certain portions of Peachtree





Public Opinion Surveys Indicate Investing In Peachtree Could Change Behavior

- **20% of all Metro Atlanta adults visit Peachtree Street area at least once a week (half of those are visiting daily) – overall math suggests over one million adults are visiting the area at least once a month**
- **50% of those adults say they move up and down the corridor visiting several locations when they visit**
- **Investments cited that would make respondents “much more likely” to increase visits:**
 - **More widely available parking (22%)**
 - **More entertainment, dining, and shopping (21%)**
 - **Convenient affordable express bus to the area (19%)**
 - **Convenient affordable streetcar along full length of street (17%)**



Discussion Summary

- **Why Peachtree? Why Now?**

- **Vision of Success**

- **Who We Are & Scope Of Our Effort**
- **Key Issues We Plan To Address**
- **Timeline and Next Steps**



Vision Of Success - Examples

The best streets are those that can be remembered. They leave strong, long-lasting positive impressions.

Allan Jacobs, Great Streets

Champs Elysees, Paris



Michigan Avenue, Chicago





Vision of Success - Perspectives

Great Streets have:

- Pedestrian orientation
- Economic vitality
- Sense of history
- Unique character
- Human scale
- Comfort and safety

City of Austin findings



It's no big mystery. The best streets are conformable to walk along with leisure and safety. They are streets for both pedestrians and drivers. They have definition, a sense of enclosure with their buildings; distinct ends and beginnings, usually with trees. The key point again, is great streets are where pedestrians and drivers get along together.

Allan Jacobs





Thoughts On The Vision

- **“The Peachtree Corridor is a critical link between Downtown, Midtown, and Buckhead, Atlanta’s three top office markets. Atlanta’s economic success is tied to maintaining the vitality of the Peachtree Corridor.”** - Mayor Shirley Franklin
- **“Great cities have great streets, and Peachtree is by far our most prominent thoroughfare”** – Tom Bell, Task Force Chair
- **“The Peachtree Corridor provides an opportunity to create the statement that defines this great city”** – Egbert Perry, Task Force Co-Chair



Our Vision of Success – Key Elements

- Integrated vision and enhanced connectivity throughout distinct sections of corridor
- Attractive design and aesthetics
- Integrated and efficient mobility options - Pedestrian-friendly corridor, User-friendly transit, and enhanced vehicle mobility
- More things to do, places to visit, places to eat and shop
- More residences and more choice for various incomes and households
- More jobs and increased tax base



Our Vision of Success - Connectivity

- Connecting neighborhoods and major job centers via streetscapes and transit
- Connecting more jobs and homes to existing MARTA transit
- Connecting tourists and convention visitors more easily to attractions, restaurants, and hotels
- Connecting employees to more nearby services and amenities without having to use a car
- Connecting to the BeltLine redevelopment effort
- Connecting to the Fort McPherson redevelopment effort



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How Has This Project Evolved?

- **2003** - Atlanta Streetcar Inc. formed to investigate and support streetcar concept for Peachtree Street
- **2004** – Atlanta Streetcar Inc. sponsors initial transit feasibility study
- **Late 2005** - Peachtree Corridor Task Force launched by Mayor Shirley Franklin with Tom Bell and Egbert Perry announced as Chair and Co-Chair
- **June 2006** - Task Force agrees to extend corridor boundaries to stretch 14.5 miles from Club Drive to Fort McPherson



Peachtree Corridor Task Force Chairs



Tom Bell

President & CEO, Cousins Properties, Inc.



Egbert Perry

Chairman & CEO, The Integral Group, LLC



Peachtree Corridor Task Force Members

•**Cynthia Alexander**, Senior Vice President, Sumitomo Life Realty

•**Niles Bolton**, Chairman & CEO, Niles Bolton and Associates

•**Ronald Brown**, President & CEO, Atlanta Life Financial Group, Inc.

•**Raymond Christman**, President & CEO, Federal Home Loan Bank of Atlanta

•**Nelson Geter**, Region Manager, Georgia Power Company

•**Vicki Gordon**, Senior Vice President, Corporate Affairs, Intercontinental Hotels Group

•**Jack Guynn**, President retired, Federal Reserve Bank of Atlanta

•**Ed Holman**, Chairman & CEO, Macy's South

•**Ben Johnson III**, Managing Partner, Alston & Bird, LLP

•**Reverend Dr. Walter Kimbrough**, Pastor Emeritus, Cascade United Methodist Church

•**Harold Linnenkohl**, Commissioner, Georgia Department of Transportation

•**Dr. Carl Patton**, President, Georgia State University



Peachtree Corridor Task Force Members

•**Michael Robison**, Chairman & CEO,
Lanier Parking Systems

•**Timothy Stack**, President & CEO,
Piedmont Healthcare

•**Barney Simms**, Senior Vice President &
Chief External Affairs Officer,
Atlanta Housing Authority

•**Shelton Stanfill**, President & CEO retired,
Woodruff Arts Center

•**Scotty Greene**, *ex officio*
Executive Director, Buckhead Community
Improvement District

•**A.J. Robinson**, *ex officio*
President, Central Atlanta Progress

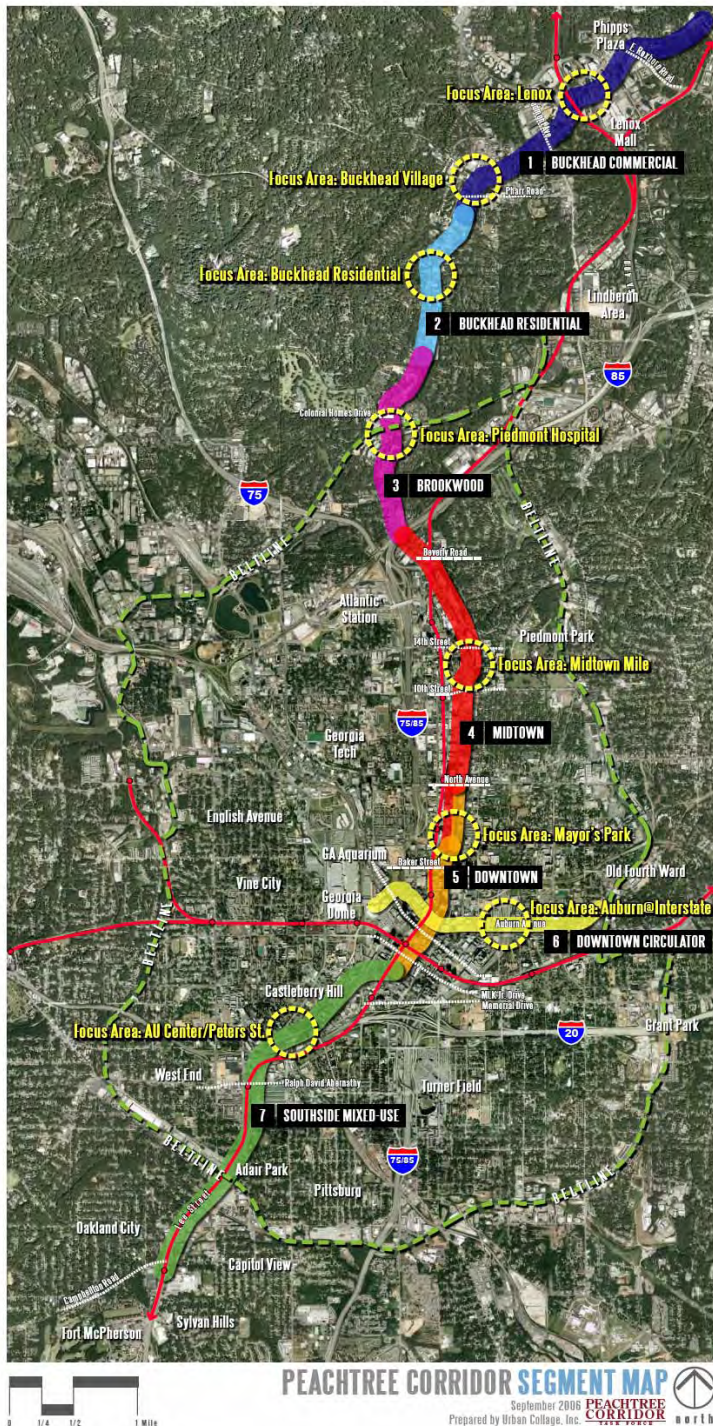
•**Susan Mendheim**, *ex officio*
President & CEO,
Midtown Alliance

•**Sam Williams**, *ex officio*
President, Metro Atlanta Chamber of
Commerce

Elli Kaplan, Executive Director, Peachtree Corridor Task Force

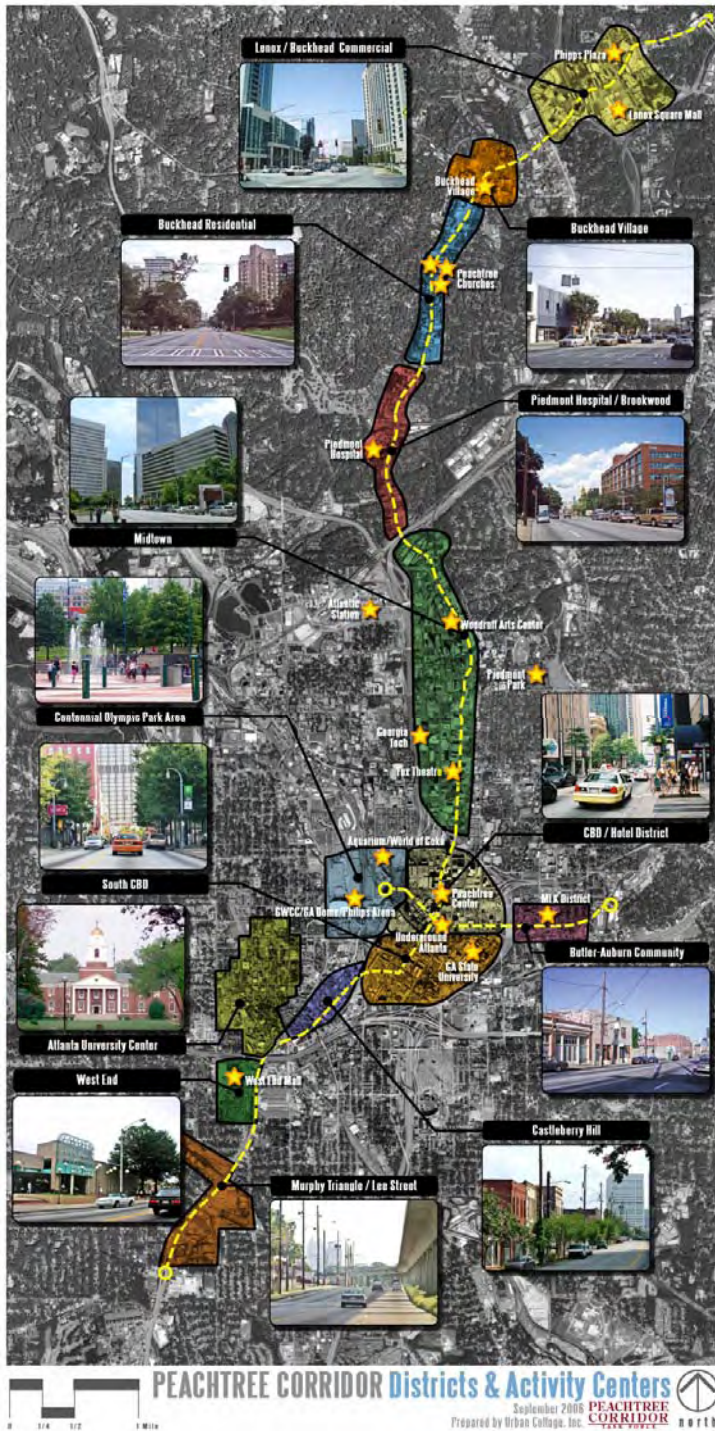
Scope of Peachtree Corridor Task Force

- 14.5 mile long corridor from BeltLine crossing of Lee St. in the south to Club Drive/City limits in the north
- Connects Buckhead, Midtown, and Downtown, and Ft McPherson
- Connects BeltLine loop at north and south with Peachtree Corridor commercial districts
- Includes Peachtree St. plus Whitehall, Peters, and Lee St. as it moves south of Downtown
- Scope includes “Downtown Loop Circulator” connecting Auburn Ave/Edgewood Ave and Peachtree – touches BeltLine and MLK Historic Site on east end and reaches Centennial Park/GWCC/GA Aquarium on west end



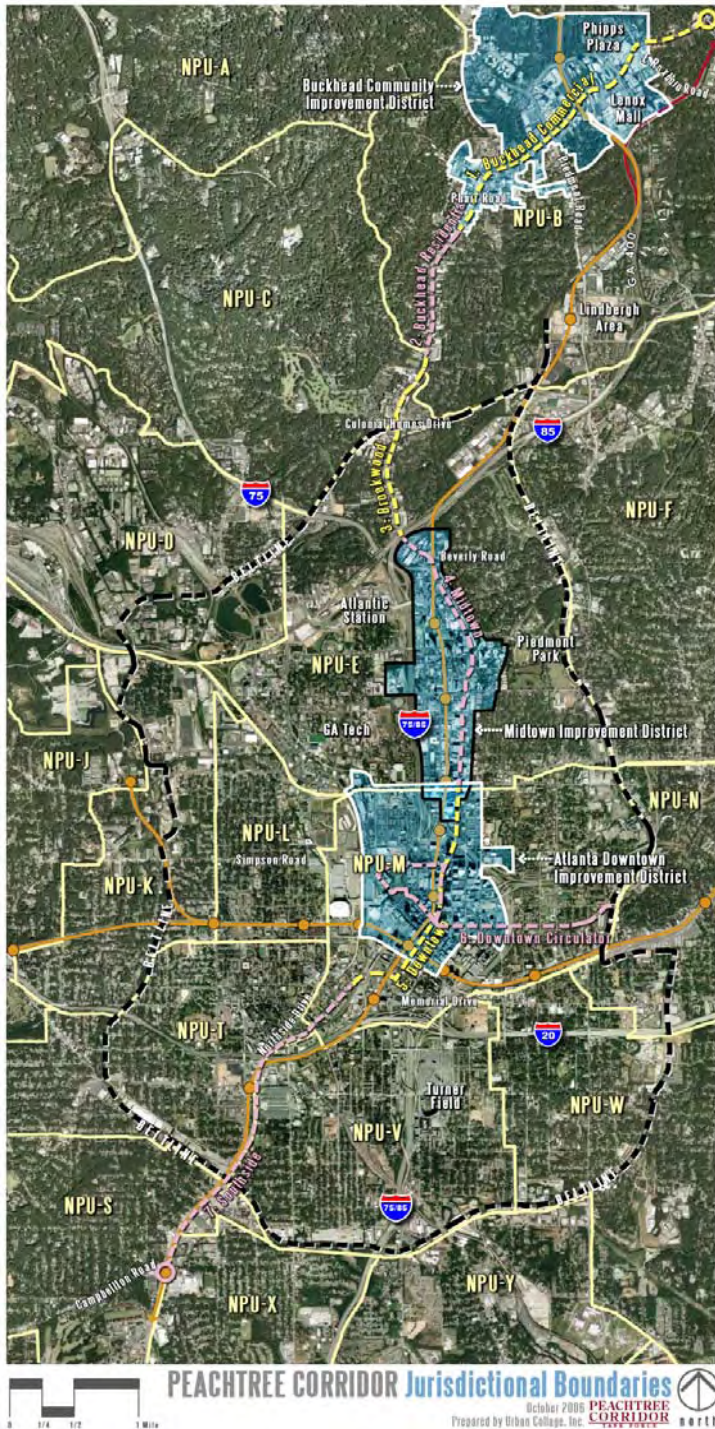
Scope of Peachtree Corridor Task Force

- Photos provide a feel for the character of each of the segments of the corridor
- Stars show points of interest and landmarks along the corridor



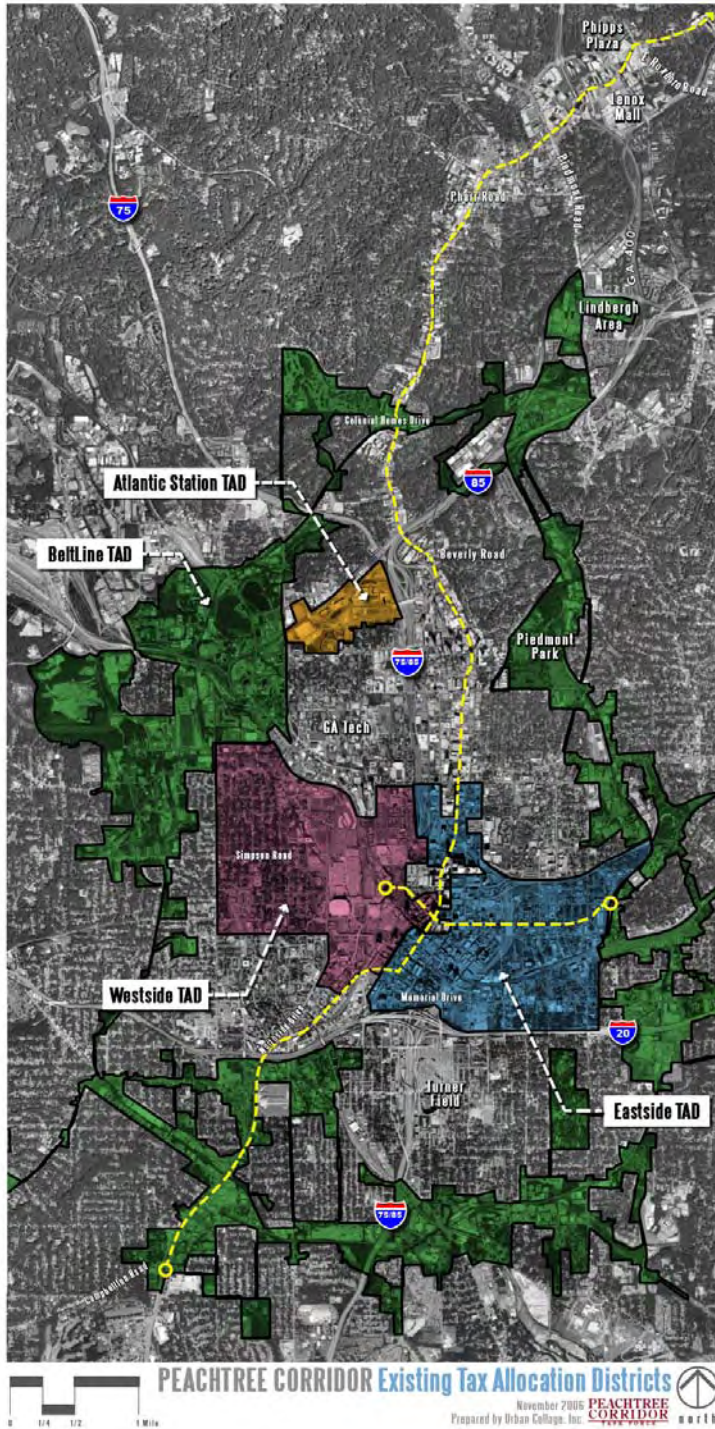
Scope of Peachtree Corridor Task Force – CIDs and NPUs

- Blue shaded areas show how three major Community Improvement Districts cover some of the corridor area
- Map also shows relevant NPUs included in the corridor area



Scope of Peachtree Corridor Task Force – TAD Overlap

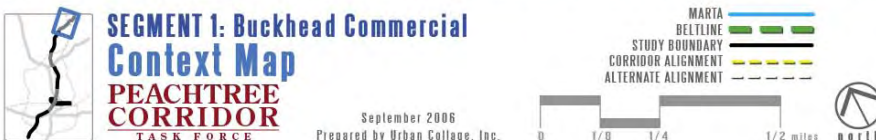
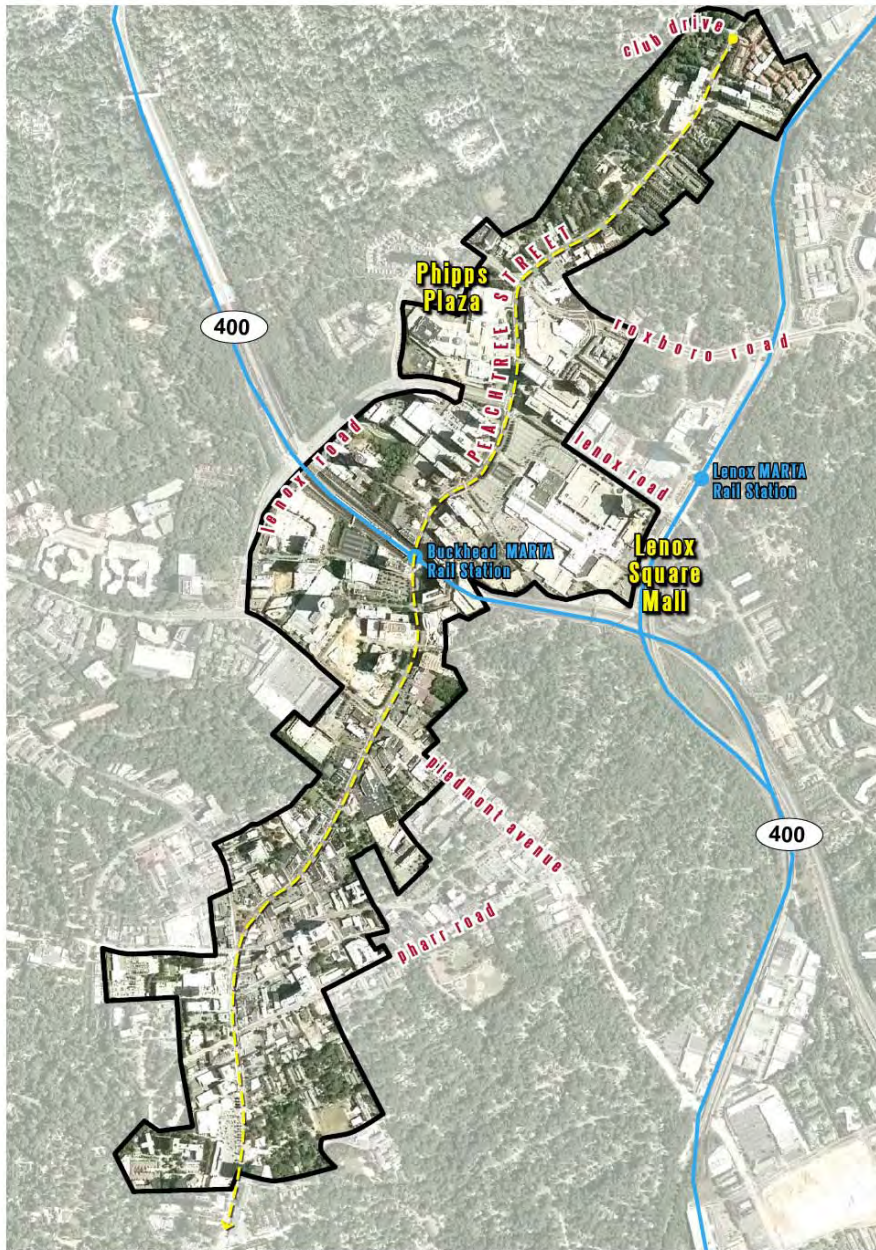
- BeltLine TAD overlaps significantly at southern end of corridor
- Eastside TAD overlaps significantly with most of Downtown Circulator segment as well as portions of Downtown



Quick Tour of Peachtree Corridor

SEGMENT ONE

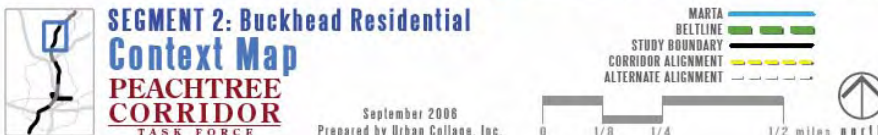
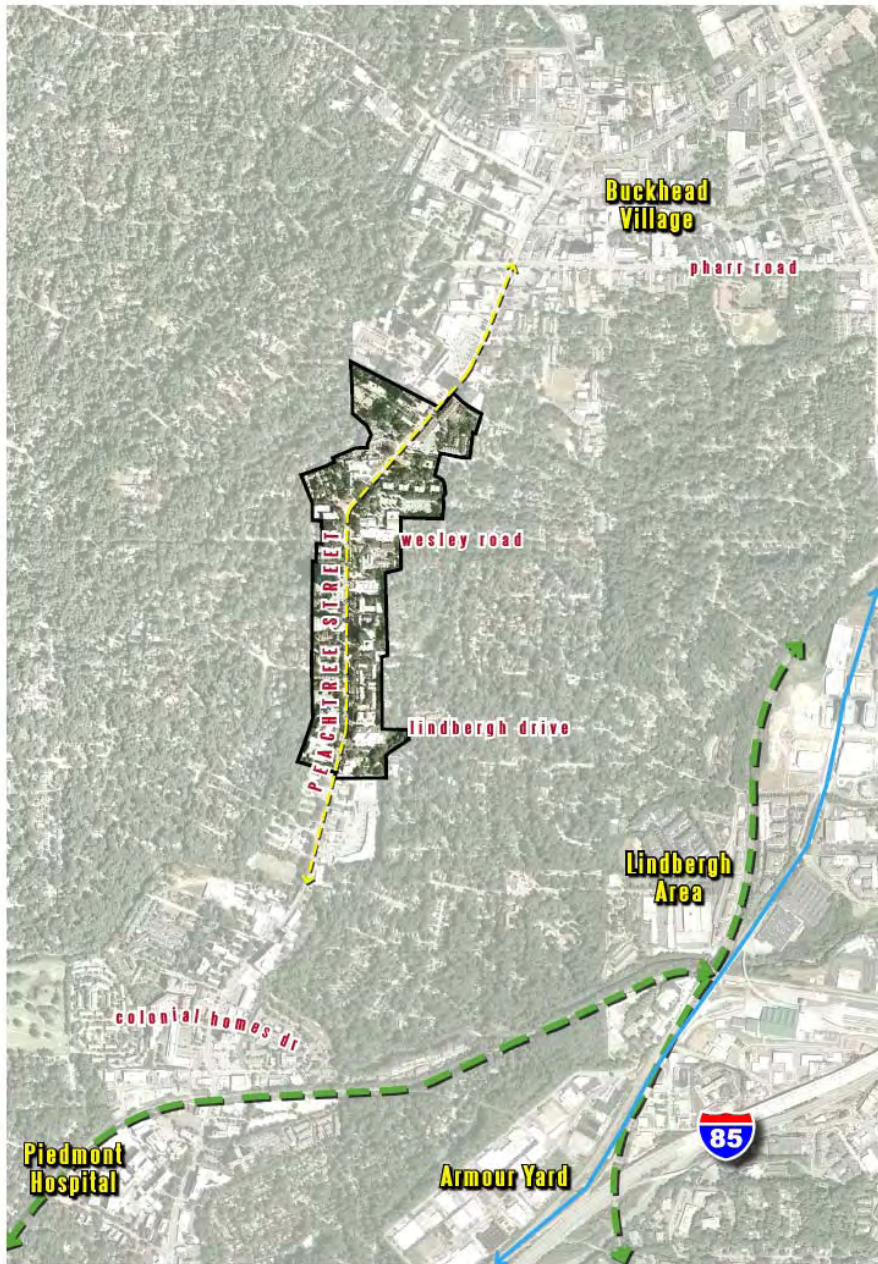
- Starts at City Limits near Club Drive and extends down Peachtree through heart of Buckhead
- Phipps Plaza and Lenox Square Mall
- Buckhead MARTA station
- Heavy congestion, not always pedestrian friendly
- No secondary streets parallel to Peachtree
- “Peachtree Boulevard” streetscape under construction



Quick Tour of Peachtree Corridor

SEGMENT TWO

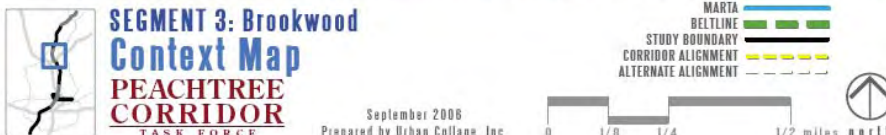
- Primarily residential neighborhood area stretching from above Wesley Rd down to Lindbergh Drive area
- Buildings set back from street, large tree canopies
- Several large, historic churches
- Lack of east-west street connections



Quick Tour of Peachtree Corridor

SEGMENT THREE

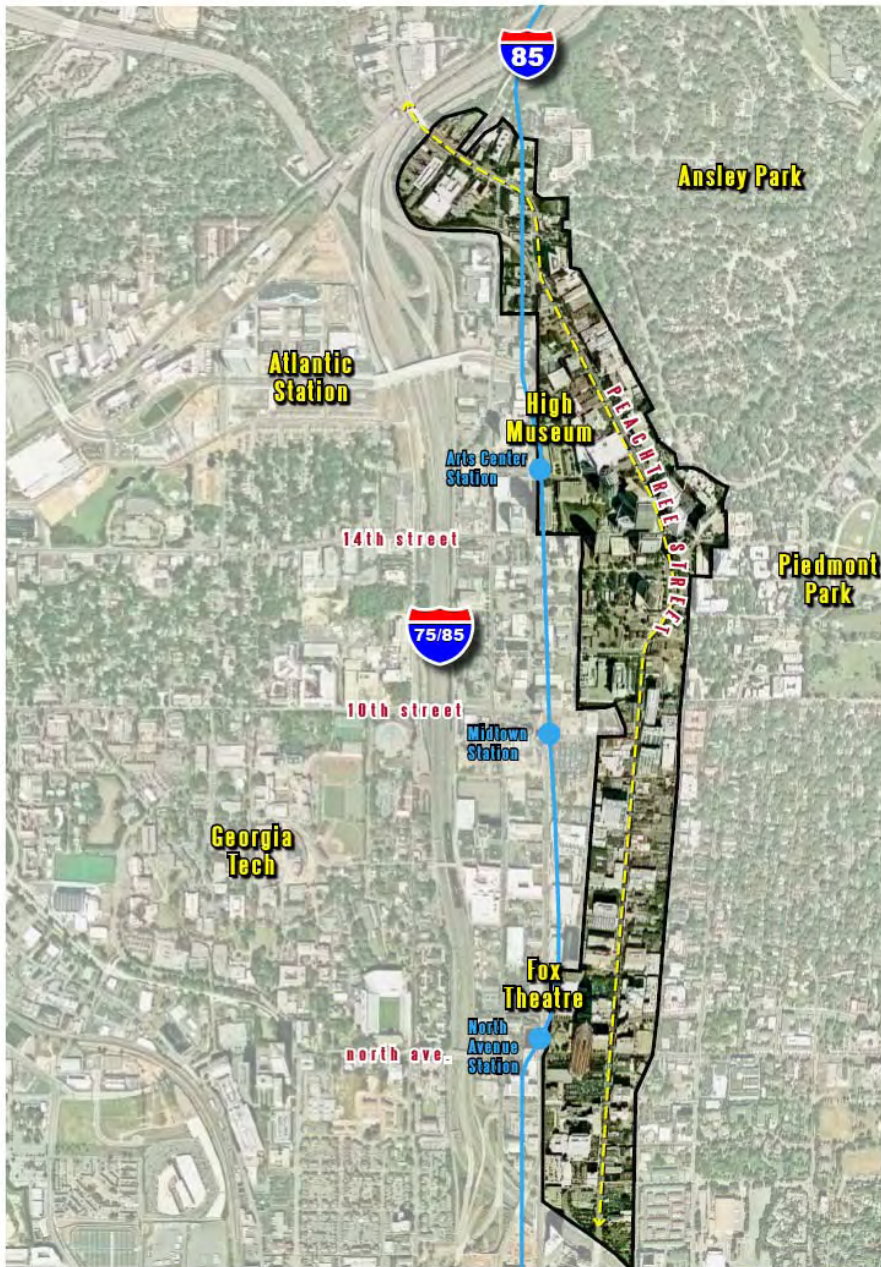
- Blend of residential, health care, and commercial from Lindbergh Dr. down to I-85
- Piedmont Hospital as major activity center
- Crosses BeltLine
- Traffic issues on Collier Road
- Topography issues on Peachtree



Quick Tour of Peachtree Corridor

SEGMENT FOUR

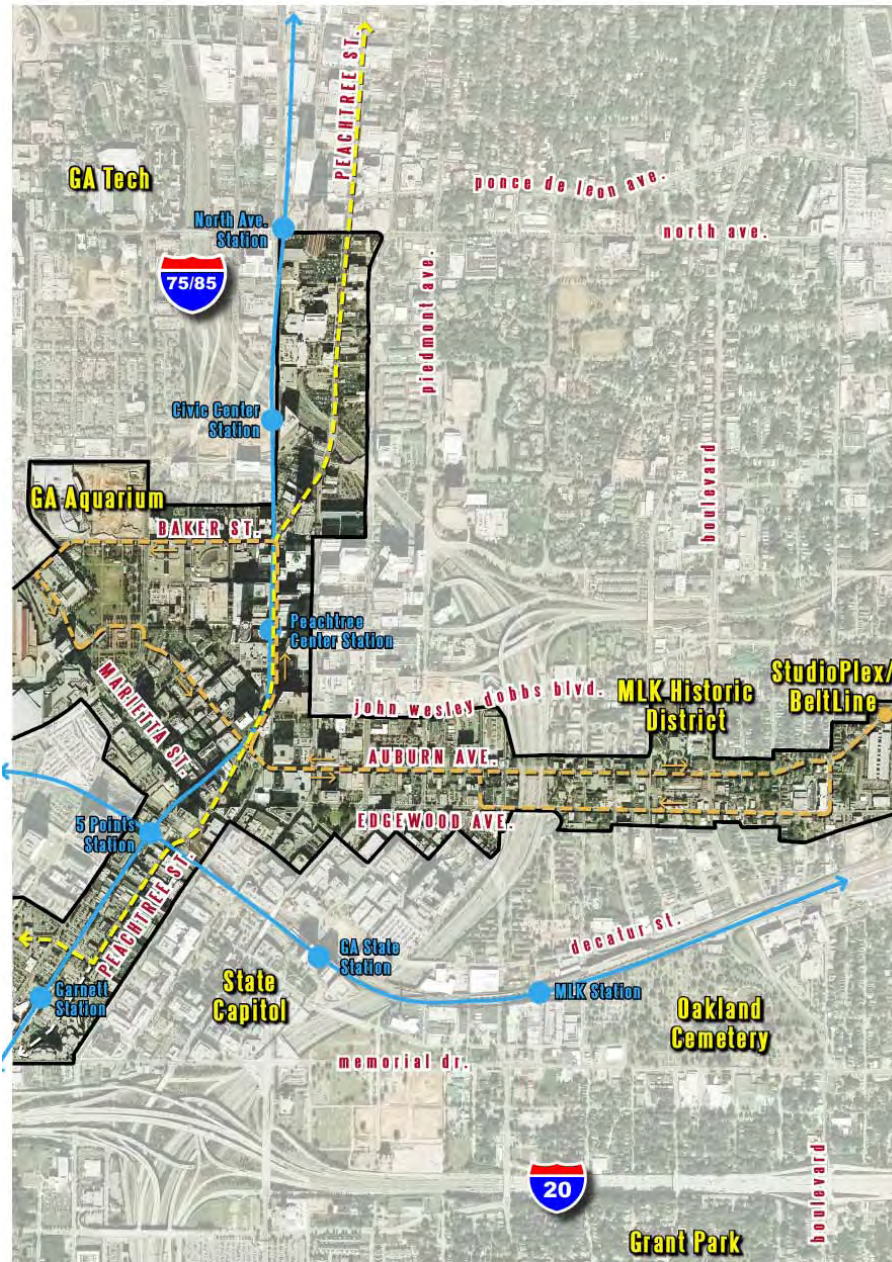
- Midtown from I-85 down to Fox Theatre area
- Woodruff Arts Center (High Museum, Atlanta Symphony, etc.)
- Mostly parallel to MARTA rail line
- Currently experiencing rapid development
- Burgeoning “Midtown Mile” retail could be enhanced by streetcar
- One-way parallel streets allow easier implementation of streetcar
- Streetscape currently under construction



Quick Tour of Peachtree Corridor

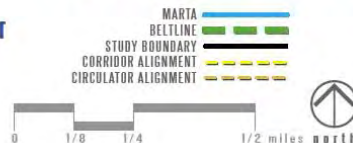
SEGMENT FIVE AND SIX

- Segment 5 is Downtown area and Segment 6 is “Circulator Loop”
- Loop connects GWCC, Aquarium, MLK District, and BeltLine with main corridor
- Segment 5 runs parallel to MARTA rail line
- Current densities could support short-term implementation of streetcar
- Few curb cuts and other conflict points
- Abundant amenities in close proximity to one another
- Streetscape currently being designed



SEGMENTS 5 & 6: Downtown & Circulator
Context Map
PEACHTREE
CORRIDOR
 TASK FORCE

October 2008
 Prepared by Urban Collage, Inc.



Quick Tour of Peachtree Corridor

SEGMENT SEVEN

- Stretches south of Downtown from Castleberry Hill area through AU Center area and West End down to edge of Ft. McPherson area
- Uses combination of Whitehall, Peters, and Lee Streets after Peachtree St. officially ends
- Crosses BeltLine at Murphy Crossing
- Runs roughly parallel to MARTA rail line including linkages at West End and Oakland City
- Many areas currently vacant and underused
- Would provide connection to future redevelopment of Fort McPherson





High Level Goals For Task Force

- How do we create a Peachtree Corridor that rivals the great boulevards and streets of the world?
 - Great place to **live**
 - Great place to **work**
 - Great place to **visit**
- What has to change in order to achieve our vision?
- What should the City begin doing in 2007 to start realizing the vision for change?



Discussion Summary

- **Why Peachtree? Why Now?**
- **Vision of Success**
- **Who We Are & Scope Of Our Effort**
- **Key Issues We Plan To Address**
- **Timeline and Next Steps**



Key Issues We Plan To Examine



Planning/Design



Mobility



Land Use & Zoning



Finance



Housing Choice



PLANNING/DESIGN TEAM SCOPE

- Establish existing conditions situation for entire Corridor in terms of current zoning/land use plans, development plans and projects, character, aesthetics, art, design standards, etc.
- Develop planning and design vision for each segment of the Corridor that could eventually be translated as much as possible into zoning overlay standards and/or zoning changes
 - Common designs/themes/standards that should be applied for all segments
 - Specific standards for each segment that fit current situation, limitations, etc.
 - Specific changes to zoning classifications where appropriate (most likely outside of areas where plans have already been completed)



Planning/Design Team Members

Co-Chairs	<p>Tom Galloway, Georgia Tech School of Architecture</p> <p>Stan Harvey, Urban Collage</p>
Team Members	<p>Jim Borders, Novare Group</p> <p>Kevin Cantley, Cooper Carry Architects</p> <p>Steve Cover, DPCD, City of Atlanta</p> <p>Barbara Faga, EDAW</p> <p>Dan Graveline, Georgia World Congress Center</p> <p>Paul Kelman, Central Atlanta Progress/ADID</p> <p>Brian McHugh, Buckhead CID</p> <p>Shannon Powell, Midtown Alliance</p> <p>Steve Selig, Selig Enterprises</p> <p>Thomas Ventulett, TVS Architects</p> <p>Mtamanika Youngblood, The Center for Working Families</p>



Planning/Design Team Vision Workplan

PHASE 1 Review Existing Plans

- Interview key stakeholders all along the corridor
- Analyze existing vision/planning documents where they exist (primarily around three major CID areas of Downtown, Midtown, and Buckhead plus BeltLine Redevelopment plan which covers large portion of southern corridor) – goal is to effectively integrate these plans
- Break corridor into manageable segments and inventory existing situation and challenges by segment
- Review character and design of “great streets” globally to identify gaps for our corridor – involving some national experts in the process

PHASE 2 Community Visioning

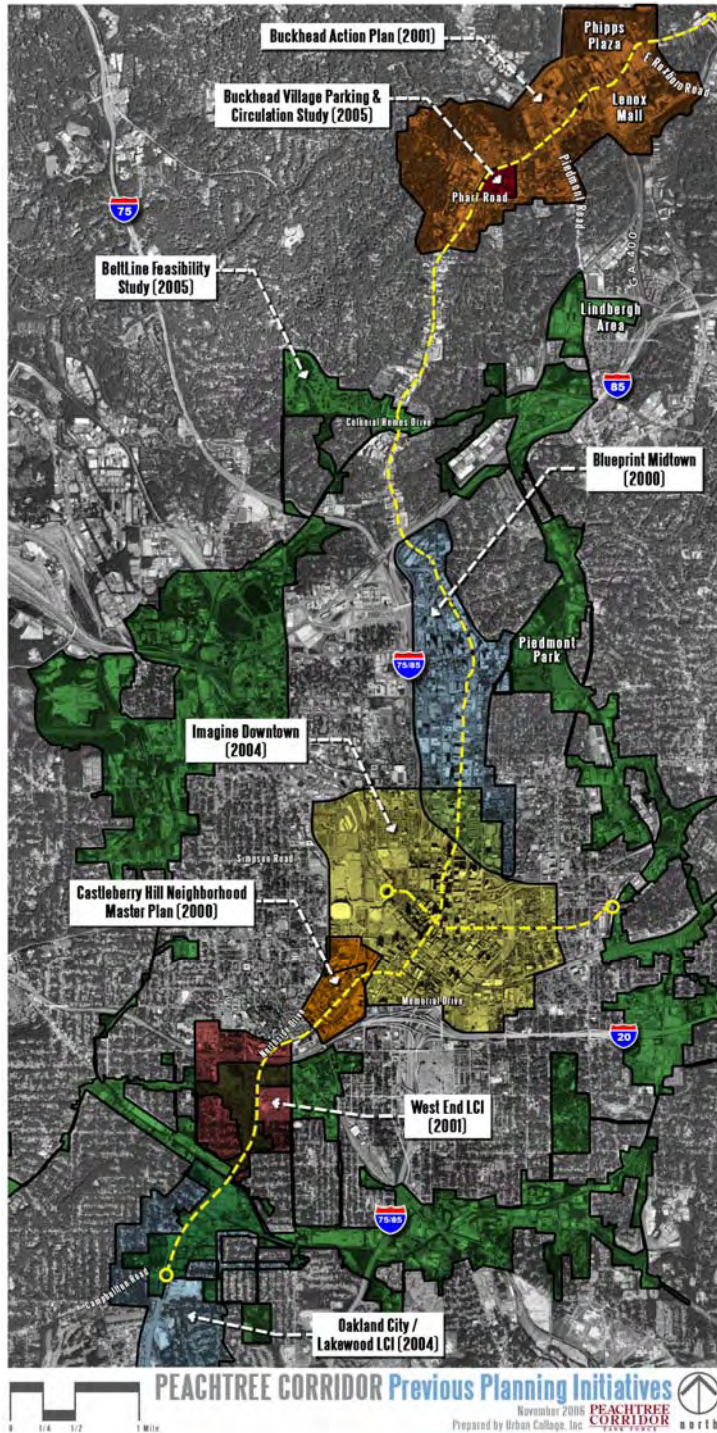
- Prepare summary of findings and potential vision options for public discussion
- Invite public to participate in the discussion via charrettes
- Summarize results of public input and further analysis into detailed recommendations by segment of the corridor

PHASE 3 Action Plan

- Communicate general findings by segment to Land Use/Zoning team as input into their process
- Develop creative graphics and animated simulations to better share vision with public for the corridor
- Continue to share with public stakeholder groups for feedback

Many Areas of Corridor Already Have Existing Plans That Can Be Integrated

- Shaded areas show prior planning efforts along the corridor
- Only area without significant recent planning history is Segment 2 & Segment 3 area between Buckhead and Midtown





Planning/Design Team Also Looking At Utilities Issues

- Georgia Power is leading a special working group of relevant utilities representatives to help Planning/Design team assess these issues and discuss potential solutions
- Issue of various utilities easements, pipes, cables, wires, poles, fiber, etc. potentially being “in the way” depending on desired vision in each segment of the corridor
- Current situation relative to design vision has to be assessed to determine impact
- Also have to consider future growth demands given our desire to focus economic growth in the corridor
- Estimated costs of addressing these issues will ultimately be included in Finance team scope



MOBILITY TEAM SCOPE



Transit implementation plan –
how we could do it and how
much would it likely cost



Pedestrian/Bicycle
implementation plan aligned
with Design team vision – how
much would it cost to implement
vision?



Vehicle traffic improvements
within constraints of streetcar
and pedestrian vision – are
there ways we can improve
vehicle mobility without
compromising vision?

**Overall Focus
On Improving
Connectivity
And
Addressing
Mobility Needs
For:**

- **Residents**
- **Workers**
- **Visitors**



Mobility Team Members

Chair	Ed Ellis, Kimley-Horn & Associates Inc.
Team Members	Jennifer Ball, Central Atlanta Progress CID Charles Brewer, Green Street Properties Keith Golden, Georgia Department of Transportation Dan Hourigan, Midtown Alliance TMA Michael Meyer, Georgia Tech University Shannon Powell, Midtown Alliance CID Bayne Smith, URS Shelton Stanfill, Woodruff Arts Center Denise Starling, Buckhead TMA



Transit Issues

MODE

- Generally assume “Modern Streetcar” but many issues still to resolve
- Size of vehicle?
- Embedded rail or rubber tires?
- Overhead power, underground, or onboard? Electric or gas or alternative fuels?
- Same or different as BeltLine transit vehicles?

SERVICE

- Customer segments we are trying to serve and their service needs
- Ideal speed of vehicle?
- Number of stations and their locations?
- Type of fare collection process? Covered stations or open access?
- Route and frequencies?

COST

- Capital investments in route preparation, equipment, and stations
- Operating costs – drivers, operations, administration, maintenance
- Gameplan for phased implementation



Pedestrian/Bicycle Issues

GAP VS. VISION

- Inventory of current sidewalk capacity and existence
- Assessment of current bicycle capacity and potential for bike lanes
- Assessment of gap vs. vision from Planning/Design team
- Assessment of intersection safety vs. desired vision
- Assessment of best practice pedestrian standards for “great streets”

COST

- Inventory of key improvements needed to achieve vision
- Assessment of ideal workplan for phased implementation aligned with other efforts
- Identification of total estimated cost to implement improvements



Vehicle Issues

GAP VS. VISION

- Current congestion situation
- Forecasted level of service for 2030 based on existing projects planned
- Estimate of impact of transit and pedestrian project implementation
- Identification of vehicle traffic demand increase issues based on Planning/Design team input and Zoning team input
- Identification of high level alternatives consistent with streetcar and pedestrian vision
- Assessment of best practice vehicle standards for “great streets”

COST

- Inventory of key improvements needed to address gap issues
- Assessment of ideal workplan for phased implementation aligned with other efforts
- Identification of total estimated cost to implement improvements



LAND USE/ZONING TEAM SCOPE

- Develop desired zoning overlay including residential, retail, and office that accomplishes vision of Planning/Design team and needs of Mobility team
 - Common design standards as appropriate
 - Specific standards for each segment that fit existing situation and desired vision for each segment
 - Potential changes to zoning classifications/land use plan to achieve the vision
 - Simplification of permitting process aligned with vision if appropriate
 - Details could include uses, densities, classifications, setbacks, easements for sidewalks and transit, etc.



Land Use/Zoning Team Members

Chair	Carl Westmoreland, Powell Goldstein LLP
Team Members	John Bell, Lord Aeck Sargent Reid Haley, Haley Realty Bob Zoeckler, Maddox, Nix, Bowman & Zoeckler



Land Use/Zoning Issues

Existing Situation

- **THIS SECTION MOSTLY ADDRESSED VIA ANALYSIS OF PLANNING/DESIGN TEAM**
- **Assessment of existing zoning classifications**
- **Assessment of existing design standards or other zoning overlays in portions of the corridor today**
- **Understanding of design levers and zoning levers that could be addressed in GA via zoning overlay**

Gap Analysis

- **Assessment of gap between existing situation and vision outlined by Planning/Design team**
- **Development of implementable detailed zoning changes and standards to develop changes and/or overlay recommendations aligned with vision of all teams**

Implementation Plan

- **Development of timeline for implementation of zoning changes and/or zoning overlays**
- **Identification of key stakeholders in process and next steps**



HOUSING CHOICE TEAM SCOPE

- Establish current situation in corridor – rental/ownership mix, permits issued, new and resale prices, current potential if existing zoning utilized, etc.
- Identify goals for housing choice in the corridor – includes affordability, rental/ownership mix, household size mix, etc.
- Identify policies or programs that could support goals for housing choice, either via existing or new efforts



Housing Choice Team Members

Chair	Raymond Christman, Federal Home Loan Bank of Atlanta
Team Members	<p>Jim Borders, Novare Group</p> <p>Rob Chrane, HomeBanc Mortgage Corporation</p> <p>Hattie Dorsey, Atlanta Neighborhood Development Partnership, Inc.</p> <p>Larry Gellerstedt, Cousins Properties, Inc.</p> <p>Bruce Gunter, Progressive Redevelopment, Inc.</p> <p>Terri Lee, City of Atlanta</p> <p>Michael McGwier, Trammell Crow Residential</p> <p>Mark Randall, Wood Partners</p> <p>Mark Riley, Urban Realty Partners</p> <p>Barney Simms, Housing Authority of the City of Atlanta</p> <p>Terry Russell, John Wieland Homes and Neighborhoods, Inc.</p>



Housing Choice Issues

Existing Situation

- Assessment of existing housing trends – units, mix, announced/under development projects, etc. for past/current/projected data
- Assessment of existing zoning and what it would allow in terms of unit capacity along the corridor
- Assessment of current and planned City policies/programs related to housing issues

Vision Definition

- Definition of desired end state for housing along the corridor – what would change vs. path of current trends we see today?
- Definition of relevant policy goals to attempt to achieve related to this desired vision
- Examine best practices from other cities who have attempted to achieve similar goals in a corridor situation like Peachtree

Implementation Plan

- Develop recommendations for implementation of vision goals
- Provide input to planning/design and zoning/land use teams as appropriate if recommendations involve zoning changes
- Provide input to City staff for any recommended changes to existing City programs or policies to support housing choice goals



FINANCING TEAM SCOPE

- Assess feasibility of various public and/or private financing options to cover cost of implementation of corridor vision based on inputs from other four teams including capital and operating expenses
- Make final recommendation to Mayor regarding most effective financing mechanism to achieve goals
- Evaluate economic impact of corridor investments



Financing Team Members

Chair	Jack Guynn, Federal Reserve Bank of Atlanta
Team Members	Cynthia Alexander, Sumitomo Life Realty David Allman, Regent Partners Sharon Gay, McKenna Long & Aldridge LLP Hank Harris, SunTrust Tad Leithead, Cousins Properties Harold Linnenkohl, Georgia Department of Transportation Steve Sloan, CSFB Cheryl Strickland, TAD Programs Tom Weyandt, Atlanta Regional Commission



Financing Issues

Assessment of Options To Meet Need

- Assessment of leading public options for financing (CID, TAD, Bond, federal sources, etc.) of capital expenses by category (sidewalk, transit, road, streetscape, intersection, housing, art, utility issues, etc.)
- Assessment of private financing options used in other cities for similar projects
- Assessment of existing CID revenue potential and potential for expansion of CIDs to uncovered portions of the corridor (gap between Midtown and Buckhead, gap below Downtown)
- Assessment of TAD overlap and potential for any TAD investments
- General assessment of financing approach used by other similar efforts in U.S. cities
- Assessment of operating expense coverage options
- Development of criteria for selecting recommended financing approach

Implementation Plan

- Recommended financing approach
- Key next steps/implementation timeline to begin financing effort
- Input into City budget process as appropriate starting with FY08

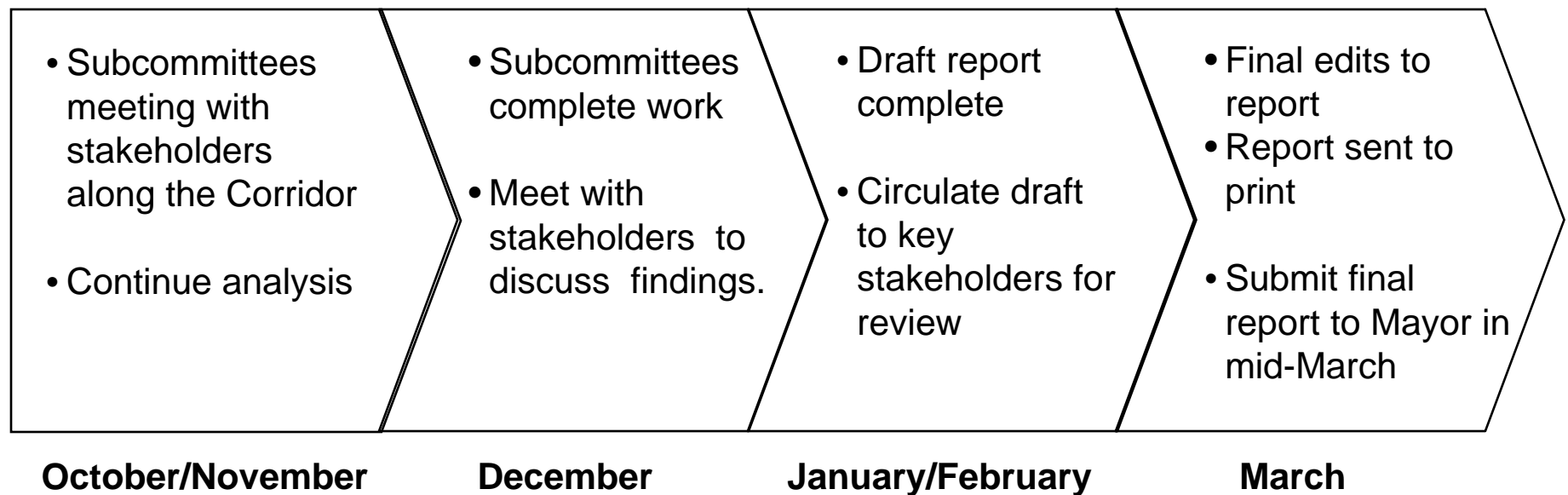


Discussion Summary

- **Why Peachtree? Why Now?**
- **Vision of Success**
- **Who We Are & Scope Of Our Effort**
- **Key Issues We Plan To Address**
- **Timeline and Next Steps**



Timeline for Project Completion





Task Force Deliverable For Mayor

- Rationale For “Why Peachtree, Why Now”
- High Level Vision of Success
- Details of Vision for Planning/Design, Mobility, Zoning, and Housing Choice
- Costs of Achieving Vision Broken Down By Category and Capital vs Operating Expense
- Estimated Economic Impact of Achieving the Vision
- Public & Private Financing Plan Recommendation
- Phases of Implementation and 2007 Next Steps
- Recommended Implementation Organization For Next Steps and Longer-Term Governance



Success in Early 2007 = Launch of Long-Range Plan To Achieve Vision

- Goal is to focus on as much immediate implementation as possible given fiscal constraints
- Project is ultimately longer than just one or two years – could end up being a 25 year plan like the BeltLine
- Process will still include many more opportunities for public involvement and discussion along the way
- Vision may be refined as BeltLine and Ft. McPherson plans evolve over time